



## CITY OF WARWICK

**FRANK J. PICOZZI, MAYOR**

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November, 2022

Amerco Real Estate Company  
2727 N. Central Avenue  
Phoenix, AZ 85004

RE: Assessor's Plat 323, Assessor's Lot 209  
1689 Post Road

The following is the decision on your application for Conditional Master Plan Approval of a Major Land Development Project with Subdivision and an advisory recommendation to the Zoning Board of Review for Special Use Permit as heard by the Warwick Planning Board at the regularly scheduled meeting held on November 9, 2022.

The proposal is to construct a 23,800+/-sf self-storage facility with uses ancillary thereto, such as truck and equipment rentals, with outdoor display/storage of vehicles, retail of storage supplies, and a service area performing preventative maintenance on U-Haul equipment. Primary ingress/egress to be through the controlled light, which will be upgraded and improved as part of the project, with secondary ingress to be through the existing curb cut on the north side of the parcel. One (1) new lot for future development is proposed to be created on the southeasterly side of the subject property with shared access to be through the private drive/controlled light. Substantial landscape improvements will be constructed along the entirety of the Post Road frontage. The project also sought a recommendation to the Warwick Zoning Board of Review for a Special Use Permit.

After completion of the Public Informational Meeting, for which notice was served and a record was kept, the Warwick Planning Board taking into consideration its knowledge and expertise, and after considering all of the representations and presentations made at the Public Informational Meeting, found this proposal to be generally consistent with RIGL Section 45-23-30 *General Purposes of Land Development and Subdivision Review Ordinances, Regulations and Rules*, and Article 1 *Purposes and General Statements* of the City's Development Review Regulations, and Subdivision of Land, specifically, RIGL Sections 45-23-60, *Procedure – Required Findings*, as follows:

1. That the proposal is generally consistent with the *City of Warwick, Comprehensive Plan 2033*, or must satisfactorily address issues where there may be inconsistencies, as follows:
  - a. The proposal is consistent with *Chapter 1, Vision for the 21<sup>st</sup> Century Warwick* element which includes a commitment to a diversity of land uses to promote a strong, stable tax base.
  - b. *Chapter 4, Natural Resources* section of the Comprehensive Plan states as a goal that Warwick's natural resource systems, sensitive water resources and natural habitats be preserved and protected for future generations, with a companion policy to "protect, preserve and enhance natural resource areas adjacent to developed or potentially developed areas." The Applicant must incorporate appropriate measures to mitigate

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**PLANNING DEPARTMENT • TOM KRAVITZ, DIRECTOR**  
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stormwater runoff, provide pretreatment and TSS removal, and other best management practices (BMP's) in order to maintain consistency with the Comprehensive Plan.

- c. Chapter 3, *Population and Land Use Trends*, identifies: Local Commercial Corridors. "Other commercial activities within the city are concentrated along major arterials such as Post Road, West Shore Road, Airport Road, and Warwick Avenue. In general, these commercial areas target local residents and contain a varied mix of local retailers, grocery stores, fast food, convenience and service establishments. The corridors lack a cohesive design aesthetic, are several decades old, and have numerous vacancies. As noted by many participants during public meetings, the commercial corridors throughout Warwick look tired and "need a face-lift." (3.14) Reuse of the partially vacant property with the proposed frontage landscaping, in excess of Ordinance, and the construction of a new building will help to modernize and update the general appearance of this segment of the corridor and therefore the proposal is generally consistent with the identified need in the Plan to upgrade the appearance of the Post Road corridor.
- d. The site fronts on Post Road (Route 1), which is identified in *Chapter 9, Part 2, of the Comprehensive Plan, Transportation and Circulation* as a principal arterial two identified dangerous intersections in close proximity (Route 37 East/Post Road and Airport Road/Post Road). The applicant therefore needs to perform further analysis to determine traffic impacts the new use will have on nearby roadways and propose appropriate mitigation measures as prescribed by the Rhode Island Department of Transportation, in accordance with DOT Physical Alteration Permit requirements, in order to maintain consistency with the Comprehensive Plan.
- e. A stated Policy in Chapter 9, *Transportation and Circulation* element "Promote best practices to strengthen access management to improve traffic flow" (9.29) with a recommended action: "consolidate and/or eliminate redundant accesses and curb cuts." (9.30). The proposed development eliminates two (2) existing two-way curb cuts, on Post Road and consolidates ingress/egress to the site by designing the proposed new lot to have access to the signalized private drive, and therefore is found to be generally consistent with this element of the Comprehensive Plan.
- f. Chapter 12, *Future Land Use, Zoning and Urban Design* identifies this segment of Post Road as non-residential in character with retail, office and large scale commercial uses and large expanses of impervious surfaces and very high traffic counts (12.7). The proposed use is non-residential, allowed by Special Use Permit and is a lower trip generator than a big box retail store. The proposed development and use is generally consistent with the surrounding commercial area and provides adequate buffer and fencing from the abutting residential area to the south.
- g. Chapter 12, *Future Land Use, Zoning and Urban Design* includes an Action (A4 p. 12.33) that the City shall work with the Rhode Island Airport Corporation (RIAC) to identify and address Airport Hazard Areas (AHA) that are consistent with PVD approach plans and Airport Zoning with the intent of "limiting obstructions that may impair safe use of navigable airspace in the vicinity of airport runways." To remain consistent with this provision of the Comprehensive Plan, the applicant will be required to file and receive approvals from the FAA as required, including 7460-1 Determination

of Hazard and, if applicable, may require an Obstruction Evaluation/Airport Airspace Analysis (OE/AAA).

2. That the proposal is in compliance with the following standards and provisions of the City's Zoning Ordinance in consideration of the following:
  - a. The subject parcel is located within a General Business (GB) zoning district.
  - b. The applicant is continuing previously approved Special Uses on the site which include: Use Code 807: Mini-storage; Use Code #419, Vehicle Rental Agency; Use Code #422, Service Station with Repairs..

The proposal is *not* compliance with the following standards and provisions of the City's Zoning Ordinance in consideration of the following

- c. The proposed use is only permitted by Special Use Permit within the General Business district.
  - d. To maintain compliance with the provisions of the Zoning Ordinance, prior to Preliminary Plan application, a Special Use Permit(s) will need to be granted by the Warwick Zoning Board of Review to amend the existing Special Use Permit to allow the proposed new structure and the designated use (Use Code #'s 509, 807 and 810).
3. That there will be no significant negative environmental impact from the proposed development provided the applicant conforms to all conditions of approval and proposes appropriate mitigation measures in order to maintain consistency with the Comprehensive Plan in future review phases.
4. That the development, as proposed, will not result in the creation of individual lots with such physical constraints to development that building on those lots according to pertinent regulations and building standards would be impracticable in consideration of the following:
  - a. The development, as proposed, is contained solely on a single lot (AP 285/ Lot 0299) and the Applicant has sufficiently demonstrated that the lot can appropriately support development while remaining in conformance with pertinent regulations and building standards. The Applicant is also proposing to subdivide one new lot containing the existing (Firestone) auto care business with plans for additional development. The proposed lot is found to have adequate street frontage, access and is capable of supporting development in accordance with existing regulations. A future development application will be required for any additional development on the new lot.
5. That the proposed development possesses adequate and permanent access to a public street:
  - a. Primary Access to both lots will be through the existing signalized intersection on Post Road, servicing both development lots.

Based on the foregoing findings of fact, on a motion by Member, seconded by Member the Warwick Planning Board voted (Members in favor: ; abstained, opposed) to adopt the above findings and grant Conditional Master Plan approval, to include authorization of the subdivision to be recorded prior to Final Plan approval of the Land Development Project.

The Planning Board's approval included the following conditions of approval:

1. That all Plans shall comply with "Rules and Regulations for Professional Land Surveying in the State of Rhode Island", effective date November 25, 2015.
2. That the Applicant shall submit a Preliminary Land Development Plan that complies with Appendix C, Final Application, of the City's Development Review Regulations Governing Subdivisions, Land Development Projects, and Development Plan Review, last amendment dated March 14, 2001.
3. The design for the Stormwater Collection system must meet the requirements of the Rhode Island Storm Water Design and Installation Standards Manual, dated December 2010.
4. That the site design for the Preliminary review phase include areas adequate for snow storage and/or develops a practical method of removal and disposal of snow.
5. That an Operation and Maintenance Plan for the proposed stormwater collection system be included with the Preliminary submission.
6. There shall be no architectural, landscaping or natural barriers to prevent easy access of fire apparatus.
7. Prior to Preliminary Plan application, a RIDOT Physical Alteration permit for the curb cut closure or a letter from RIDOT stating that a Physical Alteration Permit (PAP) will be granted for the project provided necessary bonding, insurance, and any other requirements are met. The main four-lane boulevard entrance shall be realigned in terms of directional travel lanes.
8. All State permits, including but not limited to, RIDEM permits must be obtained prior to the Preliminary phase submission.
9. That the Applicant shall comply with all of applicable requirements of the Warwick Sewer Authority, including the Collection, Industrial/Commercial Pretreatment and Billing Departments.
10. Upon development of the newly created lot, the property may be subject to a sewer access charge as calculated in accordance with Warwick Sewer Authority regulations.
11. That the Preliminary Plan submission include a landscape plan prepared by a registered landscape architect that meets all requirements under Section 505 of the City's Zoning Ordinance.
12. That the Preliminary Plan submittal include a photometric site plan, and specifications for all exterior lighting. Site lighting shall be Dark Sky compliant, to the extent practicable. All exterior lighting and signage shall be designed to minimize negative impacts on neighboring residential and park properties. Glare from outdoor lights, signs, and from the movement of vehicles on site shall be shielded from the view of adjacent properties.
13. That the Preliminary Plan submittal shall include a signage plan, for all proposed tenants at that time, to include all sign locations, sizes, and styles. All signage shall be subject to approval

by the Administrative Officer to the Planning Board and conform to the standards of the Warwick Zoning Ordinance, Section 800 or seek additional relief from the Zoning Board of Review.

14. The applicant shall be required to submit a bond totaling \$240,757 guaranteeing the landscape improvements.
15. The proposed subdivision to be conducted administratively by the Administrative Officer to the Planning Board. Prior to recording the proposed subdivision, ownership of the lots shall be addressed to the satisfaction of the City Assessor so that proper lot numbering may be assigned to both parcels.

**Zoning Board of Review Recommendation**

The Warwick Planning Board voted unanimously, to forward a favorable recommendation to the Warwick Zoning Board of Review to grant the requested Special Use Permits with the following recommended conditions of approval:

1. The applicant shall have all landscaping completed and inspected to the satisfaction of the City Landscape Project Coordinator, prior to obtaining a certificate of occupancy for either of the warehouse/mini-warehouse buildings. Post Road frontage landscaping to be completed for the entire linear frontage beginning at the southernmost terminus of the proposed new lot, to the northernmost terminus of the existing lot.
2. Outdoor display of vehicles shall be restricted to the area depicted as “Phase I” on Sheet 4 (Phasing Plan) of the submitted plan set (John C. Carter & CO, Inc , dated April 25, 2022), with no outdoor vehicle/equipment display to be allowed along the Post Road frontage in Phase II and Phase III areas.
3. The main entrance light shall be changed to use the adaptive traffic control system like other lights in the area. The curb-cut to remain open is the northerly most curb-cut on the parcel which shall be used as site ingress only.
4. There shall be no running/idling of parked vehicles and equipment or outdoor servicing of trucks, vehicles, or equipment along the southwest corner of the property in the vicinity of the abutting residential homes. All servicing of vehicles shall take place in the interior of the structure with garage doors to be closed at all times except when vehicles are transiting the space.

Sincerely,

Philip Slocum, Chair  
Warwick Planning Board